



NORTHSTAR NEWS

Happy New Year!



TCRT #1300 'Holly Trolley' at the MSM in Dec 2013 -Photo by Russ Isbrandt

2014 Dues Due NOW!

Contents

Officer Contact Directory	P1
Membership Information	P2
Directions to meeting site	P2
Library Open House	P3
Montana Trip Story in July 2013 Part 2	P3-4
AMTRAK Service Disruption	P4
CP Freight Rerouting in St Paul	P5
New BNSF CEO	P6
Fire Up #611 News	P6-P7
CP Holiday Train	P7
Railfan Events	P8
Other RR Stuff (Electronic Version Only)	P9-12
NEWSFLASH!	P12 - 14

Meeting Notice

The Next meeting of the Northstar Chapter of the NRHS will Held **January 11, 2014 6:30 pm**, at Roseville Lutheran Church at 1215 Roselawn Avenue, midway between Lexington and Hamline Avenues in Roseville. See map on following page.

Note 2nd Saturday in Jan and the START TIME of 6:30 pm

Program: Members Night, Bring up to 20 slides, pictures for 2015 Calendar Consideration!.

There will be a pre-meeting get-together at the Keys Cafe and Bakery at the northeast corner of Lexington and Larpenteur starting about 5:00 pm. PLEASE CALL Bob Clarkson at 651-636-2323 and leave a message with your name and the number of persons coming with you.

Northstar Chapter Officers

President	H Martin Swan	hmartinswan@msn.com	612-961-1684
Vice President	Richard Tubbesing	Tubbesing261@yahoo.com	763-757-1304
Past President	Dawn Holmberg	dawn@dholmberg.com	763-784-8835
National Director	John Goodman	Jhgoodman2001@yahoo.com	612-839-0905
Treasurer	Russ Isbrandt	treasurer@northstar-nrhs.org rmisbrandt@comcast.net	651-426-1156
Secretary	Dave Norman	nevad11@hotmail.com	612-729-2428
Trustee	Gary Rumler	nlcdrumler@gmail.com	651-385-8752

Staff

Program Chairman	Richard Tubbesing	Tubbesing261@yahoo.com	763-757-1304
Newsletter Editor	Committee: Richard Tubbesing, Dawn Holmberg, Dan Meyer	Tubbesing261@yahoo.com dawn@dholmberg.com dan@meyer-family.net	763-757-1304 763-784-8835
Newsletter Distribution	Richard Tubbesing	Tubbesing261@yahoo.com	763-757-1304
Trip Director	John Goodman	Jhgoodman2001@yahoo.com	612-839-0905
Chapter Librarian/Historian	John Cartwright	stationman86@yahoo.com	651-481-8479
Web Master	Dan Meyer	dan@meyer-family.net	763-784-8835
Chapter Mailbox	Northstar Chapter NRHS	PO Box 120832	St Paul MN 55112
Library Data Base Administrator	Russ Isbrandt	rmisbrandt@comcast.net	651-426-1156

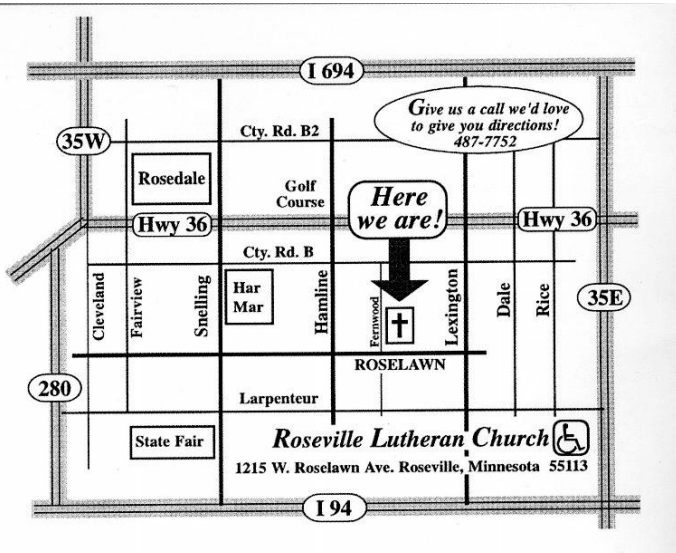
MEMBERSHIP INFORMATION (Dues due for 2014!)

Dues are \$65(\$50 for the National dues and \$15 for the local dues). Family memberships are \$5 per person additional person.. The student rate is \$22 (\$16 for the National, \$6 for the Northstar Chapter). If you want to join, an application is available at <http://www.northstar-nrhs.org/>. Print out this application and send it with a check made payable to "Northstar Chapter NRHS" to Northstar Chapter NRHS Membership Services, P.O. Box 120832, St. Paul, MN 55112.

A subscription to this newsletter may be obtained for \$18 for either printed or electronic edition by sending a check to the post office box above specifying the form of the newsletter you desire. A subscription does NOT include voting privileges at chapter meetings nor any of the NRHS membership benefits and no membership application is needed.

Meeting Site

From the east and west take MN 36 to Lexington Avenue. Drive south on Lexington Avenue to Roselawn Avenue and turn right. The large lighted parking lot is on your right as you travel west on Roselawn. Use the lower entrance to the church and turn left through the commons area. We'll be in room 40, The Diamond Room.



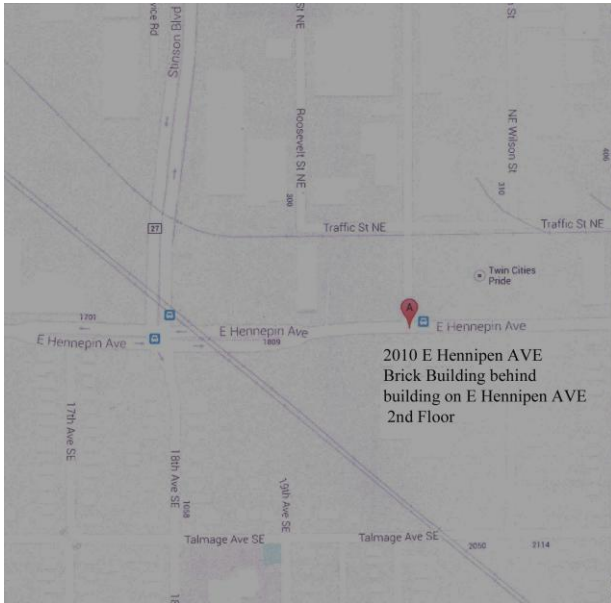
Editor's Column

From the Editor:

Members seem to like RR slide shows and video presentations. However, few know of our extensive collection of Railroad memorabilia we have at our library. We spend over \$3000 a year to rent the room where we store all this wonderful collection. We have over 1000 railroad books, over 500 RR timetables of historical Significance from area railroads, RR Video Tapes and DVD's, many Railroad Magazines from Trains Magazines, Classic trains magazines, to RR Historical Society publications from the Milw, Soo Line, C&NW, CB&Q, NP and GN railroads, 45,000 railroad slides, as well as Vintage Railroad Publications such as Great Northern Passenger brochures for their passenger trains. Anyone is welcome to join us on Wednesdays for our weekly informal gatherings and peruse our collections.

Again please Note, Donations are TAX DEDUCTABLE ! If we do not achieve additional donations, in the Future we may have to move to a cheaper location for meetings, and sell off more of our valuable Library

LIBRARY OPEN HOUSE



The Northstar Chapter NRHS Library will have an open house from 2pm to 4:00pm Saturday January 11th 2014. The library is at 2010 East Hennepin Avenue, the Central Research Building Room 226. From the west take I-35W north to the Hennepin Ave exit and drive east just past Stinson Blvd. From the east take I-35W South / MN 36 West to Stinson Blvd. Turn left on Stinson to Hennepin Ave just under the railroad overpass, turn left. From either direction take the first driveway to enter the parking lot. Retired North Western / UP engineer Gary Rumler will be present again showing some of his slides. Gary ran everything from local switch jobs to North Western's intercity passenger trains to piloting the UP 3985. At 4:30pm we will adjourn to Keys Restaurant at Lexington and Larpenteur. Drive straight east on Hennepin / Larpenteur to Lexington. Please join us as the Wednesday afternoon bull session will take place on a Saturday this time. There should be plenty of live action on the BNSF St. Paul Sub.

Christmas Banquet a Success!

We had over 40 attendees at our annual Holiday Banquet on December 1 2013 at Guldens Restaurant. A very good buffet was served and our keynote speaker Steve Sandburg, CEO of the 'Friends of 261', gave us a great program. Steve highlighted his family history and involvement with the Milw Railroad. Steve also brought some vintage slides of the Milwaukee railroad that everyone enjoyed. He spoke of ongoing projects of the #261 organization and what the future might hold for the #261. Of note, is that Excursions on Mainline railroads is difficult since both the Northern Transcon of BNSF and the CP are at Capacity. (note all the oil trains passing thru the Twin Cities!) The Northstar Staff wishes to Thank Steve Sandberg for his time and excellent program!

July 2013 Montana Trip By R Tubbesing, Roger Libra Part 2

Saturday July 20 2013. The upcoming week was for Friends and Family who congregate for a week at Hyalite camp S of Bozeman MT every other year. An ongoing tradition since 1983. This day was getting provisions and hauling it up to camp.

Sunday July 21, 2013

About mid afternoon, we left camp to see if there was MRL activity around Bozeman. We headed just east of Bozeman on a dead end road to just east of the siding tracks by the Bozeman Depot and found a nice S curve. We then encountered a WB BNSF Manifest at a crossing called Kelly Canyon Road. It was getting dark so we headed back to camp for dinner and then back to our motel.

Monday July 22 2013

This was the day Roger and I had KP duty at camp that includes Preparing breakfast and Dinner and cleaning up, so no train chasing was done.

Tuesday July 23 2013

After a hardy Breakfast, and then early afternoon, we headed down to Bozeman to see what railroad action we could find. We headed East to Livingston and caught an EB BNSF empty grain train just West of Livingston. Then we proceeded into Livingston. We found the MRL Local ready to depart the yard with two empty lumber flat cars. We followed it South of what remains at the NP line to Gardiner MT and Yellowstone Park. The track ends at a lumber mill South of town. This local had an MRL extended vision Caboose which would help the crew in the backup move back to the yard. First the local uncoupled the caboose and took the empty lumber cars back into the mill across the main highway to Gardiner, Then the local came out with two lumber loads back across the road and backed them to the caboose. The empty lumber cars were then backed into the mill for loading. It appeared that the mill only had space to load two lumber cars. Then the two GP's came out and were switched back to the loaded lumber cars. There are no crossing gates at this road crossing and as the engines entered the crossing, a semi-truck

stopped just short of the track and the MRL crew just missed hitting the truck. Whew! Then the local backed its three car back to the Livingston yard.



MRL Local at Livingston MT.



By R Tubbesing

We then proceeded back up Bozeman Pass. This being late afternoon, we saw that a WB BNSF Stack was ready to Leave Livingston yard. We headed up the east slope of the pass to where there was a cut thru the hills and with the sun shining on the mountains in the background thru the cut, we video'd the train from both sides of the road crossing. It had three MRL helper locomotives on this long train. We hightailed it up to the summit and beat the train there, so we decided to go to the West Portal of the Bozeman where we caught the train exiting the Bozeman Tunnel and as it passed a waiting MRL Manifest waiting on the siding just West of the tunnel. After the Stack train passed the MRL train, this EB manifest started up the pass to enter the summit of the pass at the tunnel. We got shots of this train as it entered the tunnel.



BNSF WB Stack and EB MRL EB Manifest at West Portal Bozeman MT Tunnel.



By R Tubbesing

At this time, it was early evening, we traveled a little farther west at a local road crossing and got a WB BNSF manifest climbing towards the Tunnel. Then we headed back to Kelly Canyon road where we could see the signals guarding the sidings by the Bozeman Depot. There was an Empty EB BNSF Coal in the Bozeman siding, so we waited and got a WB BNSF Coal train, and then the BNSF EB coal train that was in the siding went by, and looking at the signals, we got another BNSF WB Manifest, which was followed by another EB empty coal just after sunset. Darkness was upon us so we headed back to our Motel. Seems like during the Week, between 9 and 3PM there were maintenance windows on the MRL, as MRL, BNSF action heated up after 3PM. -----To Be Continued-----

Amtrak Empire Builder Service Disruption December 2013

Trains News Wire FLASH: Amtrak curtails 'Empire Builder' operations to resolve timekeeping issues.

Published: December 11, 2013

CHICAGO - Amtrak is reducing the operation of its Empire Builder to normalize equipment and schedules and help recover from ongoing timekeeping issues. It will operate stub trains between Chicago and Minneapolis/St. Paul and between Spokane and Seattle on select dates through Dec. 16. According to Amtrak spokesman Marc Magliari, eastbound train No. 8 will operate between Seattle and Spokane only on Dec. 13 and 15. The trains will return to Seattle the following days as No. 7. Buses will substitute for train No. 8 on Dec. 11. Amtrak will substitute bus service between Spokane and Portland, Ore., on Dec. 11, 13, and 15 for train No. 27. In the east, Amtrak will operate Nos. 7 and 8 between Chicago and Minneapolis/St. Paul only on Dec. 12 and 14. Train No. 8 will operate east of Minneapolis/St. Paul only on Dec. 13, 15, and 17. Trains News Wire EXCLUSIVE: What puts the Empire Builder behind schedule. By Bob Johnston - Published: December 13, 2013.

CHICAGO - The Empire Builder arriving into Chicago on Friday has no dining car, sleepers, or Sightseer lounge car. It is just two Superliner coaches, a coach-baggage, and a snack coach. And it originated in Minnesota, not Oregon and Washington. Amtrak's reduced schedule, previously reported on Trains News Wire, is no way to provide regular mobility across the frigid Northern Plains, just when people who depend on the train need it most. But Amtrak lacks sufficient long-distance equipment to originate a 2,200 mile train every day when equipment fails to

arrive at a terminal in time for a quick turn-around. That's why the company is implementing a 'catch up' plan to properly reposition equipment for the busy holiday travel season ahead. Both end terminals have some spare 'protect' equipment that can be tapped if mechanical problems develop, but only Chicago normally has enough Superliners to create an entire train. Operating crew assignments are choreographed to staff each departure at crew bases along the route, and there are a limited number of 'extra board' conductors and engineers available to fill in at each location. On-board service employees are assigned from Seattle, except that the Portland coaches, lounge, and sleeper are staffed from the Chicago crew base.

For many years, hosts BNSF Railway and Canadian Pacific were able to deliver some of the best on-time performance numbers of any long-distance train, but as freight traffic mushroomed and track conditions deteriorated, trains began to lose a substantial amount of time. To keep operations fluid, if a westbound delay of more than five hours developed, No. 7 was short-turned at Spokane and buses substituted to Seattle and Portland so eastbound No. 8 could depart Spokane on time. The eastbound Builder could absorb about 14 hours of delay and still have time for Chicago servicing, but staffing would be severely disrupted.

Winter storms throughout the west during the week of Dec. 1 not only hit the Builder with delays, but also drained Chicago of extra cars, compounding the problem. Other Empire Builder Chicago arrivals for a seven-day period were at 4:05 a.m., 9:33 p.m., 12:20 a.m., and 3:30 a.m., instead of a scheduled 3:55 p.m. arrival. Because of this, Amtrak was incurring substantial missed connection costs. Late trains into Seattle exacerbated the domino effect because they could not be properly serviced at Spokane, so Amtrak pushed the 'reset' button to normalize equipment and operations. Thursday's eastbound Builder from Seattle was only two hours late into Chicago, so the 'time out' could be just what the doctor ordered.

Re: The whining increases and CP Response Traffic on the CP thru Cardigan Jct in St Paul

Noise Problem around Cardigan Jct in St Paul due to increased train traffic by the CP, and a reply from the Twin Cities RR Yahoo group. Canadian Pacific pledges to mitigate noise, odor. Increased traffic upsets neighborhood.

By Sarah Horner shorner@pioneerpress.com

The train whistles still will blow, but residents living near rail lines in Shoreview may have fewer sleepless nights and less diesel exhaust to contend with. Canadian Pacific Railway agreed over the weekend to change some of its operations to quell the firestorm of complaints by residents and local officials since train activity shot up in the area last spring. The greatest impact has been on those living near Cardigan Junction, a rail corridor on the northwest corner of Interstate 694 and Rice Street in Shoreview, where Canadian Pacific's lines meet and split off in three directions.

The junction used to host activity intermittently but became a regular switching area for the company months ago. "We conducted an extensive top-to-bottom review of operations through Cardigan Junction and have implemented a new operating plan that is designed to address the concerns raised," said Canadian Pacific spokesman Ed Greenberg. Residents are hesitant to call the problem solved. "They weren't real clear on some (of their commitments), and a lot of what they're saying is based on speculation on what they project will happen," said Jan Bunde. "We still don't know yet if what they say is going to happen actually will happen." The solutions were detailed in a letter to Shoreview Mayor Sandy Martin from Robert Johnson, vice president of operations for the railroad's southern region. Among the changes, Johnson said, Canadian Pacific had found a new location to do some of the switching work now underway at Cardigan Junction. The rail company had recently allowed Canadian National Railway to do its switching at the site. That work will now be conducted elsewhere, Greenberg said. It also committed to reduce train idling, the culprit behind heavy diesel fumes that reportedly were regularly blanketing the Cardigan Junction neighborhood. A camera also will be installed to better monitor activity at the site.

Outside Cardigan Junction, residents in Shoreview and neighboring communities had complained of frequent train whistles at night and long traffic delays at rail crossings caused by stopped trains. To mitigate those concerns, Canadian Pacific will remind its engineers of protocol for sounding train whistles and promised to reduce the time a train is blocking a crossing to less than 10 minutes, except in emergencies, according to the letter. The railroad did not agree to reduce the number of trains moving through the northern suburbs, a number that has increased with the improving economy and new rail demand spurred by oil production and related hydraulic fracturing sand mining in the Upper Midwest. "We are attempting to continue to find that balance with residents while meeting the needs of shippers and the economy," Greenberg said. Martin called Canadian Pacific's commitment 'an encouraging and hopeful step.' "This is clearly the result of Canadian Pacific hearing the neighborhood concerns and the city's concerns and working to resolve them, and we appreciate that," she said. She was working Monday to formalize a response to the railroad. Ramsey County Commissioner Blake Huffman also was pleased: "This really addresses our two main issues, what was happening at Cardigan Junction and the delays at crossings throughout the north

metro." The proof will be in the delivery, though, he added. "We know there will a favorable impact, but what we don't know yet is how much," he said. "Will this reduce (disruptions) 10 percent, 50 percent, 80 percent? There is still a little bit of a wait and see here, but the message I am getting from (Canadian Pacific) is they're trying to make this a win-win."

In the meantime, Shoreview and Little Canada are both conducting studies to analyze what it would cost to implement quiet zones in their cities, which prevents trains from blowing their whistles overnight. The investment could cost up to \$250,000 a crossing. Even if the new arrangement alleviates problems, some residents still want more, such as legislation that would make rail companies subject to local laws. "We don't just want some letter that can get tossed into the trash when someone new comes along," said Marcia Figus, another homeowner near Cardigan Junction. "We want to see something binding."

Responses Nov 2013 . Posted by: Twin Cities Yahoo Group

Train register information for Soo Line Jct both Nov 11 and 12, 1959 show 14 trains each day on the St. Paul line. Both the Duluth and Sault Ste. Marie passenger trains used that line so that was four trains per day. The Chippewa Falls 2nd class freight used it daily but didn't go to Cardigan (routed via Trout Brook). And multiple transfer runs and cattle extras ran between Shoreham and St. Paul to make up the balance. The longest train those two days was 74 cars long. Bob Sterner St. Paul, MN

Another Response: pogopod@???.> wrote from Twin Cities RR Yahoo Group. I don't know about trains on the St. Paul Sub, but I have Train Registers from Withrow from 1967 through 1983 that show as many as ten trains a day through that junction. All of those trains passed through Cardigan. Some days there were as few as four but most days had more. **Another Response: Nov 21 2013 <prifmobil@ ...> wrote:** I have been a licensed Realtor for 10 years. I have had MULTIPLE clients who have purchased homes and they ALL have been VERY cognizent of their immediate area BEFORE they present their offers. When they saw railroad tracks they would ask their agent about them JUST like every AGENT is asked around the country:

TwinCityRails@yahoogroups.com

Ice to succeed Rose as BNSF's CEO –provided by John Goodman

A top management change is on tap at [BNSF Railway Co.](http://BNSFRailwayCo.com) come New Year's Day: President and Chief Operating Officer Carl Ice will succeed Matt Rose as chief executive officer, effective Jan. 1.

Ice, 57, will become president and CEO, and Rose — currently chairman and CEO — will assume the role of executive chairman. Over the next decade, Rose, 54, will continue to work with BNSF's leadership team to strategically position the Class I for growth and investment, including long-term organizational planning, market positioning and public policy.

A BNSF employee for 34 years, Ice has served as president since November 2010. He began his railroading career with the Santa Fe Railway's industrial engineering department in 1979, and later held various positions in operations, finance and information systems. Ice's previous executive posts with the Santa Fe and BNSF include senior vice president of operations, VP of administration, VP-carload business unit, VP-executive, VP and chief mechanical officer, and VP-operations north.

In 1995, Ice led a team that orchestrated the merger and subsequent integration of Burlington Northern Railroad and the Santa Fe. Since then, he has been integral to the development of the company's operating and marketing plans, BNSF officials said in a press release.

"For over a decade, Carl has worked alongside me, and his assumption of the CEO title is a natural and well-deserved transition," said Rose. "I am pleased for him and the organization, and the continuity he represents as he undertakes the leadership of this role."

CEO since December 2000, Rose previously served BNSF as president and COO, SVP of the merchandise business unit and VP of chemicals, and the Burlington Northern as VP of vehicles and machinery. Prior to joining the BN in 1993, he was VP of transportation for Triple Crown Services. Before that, he held positions in the trucking industry with International Utilities and Schneider National Inc. Rose won *Progressive Railroading's* annual "Railroad Innovator Award" in 2010.

"BNSF's performance has far exceeded the high expectations I had at the time of Berkshire's purchase," said Warren Buffett, president and CEO of Berkshire Hathaway Inc., referring to the company's acquisition of BNSF in 2010. "The combination of Matt's and Carl's talents is the perfect arrangement for the future. I consider Berkshire very fortunate to have these men at BNSF's helm."

**The Virginia Museum of Transportation thanks
Norfolk Southern for generous \$1.5 million donation towards returning the
Class J 611
steam locomotive to excursion service**

WOW! THANK YOU, NORFOLK SOUTHERN!



Nov. 22, 2013 - ROANOKE, VIRGINIA - The Virginia Museum of Transportation today recognized and thanked Norfolk Southern for its generous donation to Fire Up 611! of \$1.5 million that has effectively boosted the fundraising campaign to a new level. With this incredible gift to the 611, this campaign has reached over 50 percent of its fundraising goal.

"Our goal has always been to have the Class J 611 in excursion service in 2014," said Beverly T. Fitzpatrick, Jr., executive director of the Virginia Museum of Transportation. "We are proud that Norfolk Southern believes in the Virginia Museum of Transportation and the importance of an American treasure - the Class J No. 611 steam passenger locomotive."

Ultimately, the long-term goal is to raise \$5 million to create an endowment for the 611 that will keep her operational and accessible for future generations in the decades to come.

The Fire Up 611! Capital Campaign has inspired worldwide support from people of all ages. "It's a great compliment to the Roanoke community that a Roanoke-born, Roanoke-built and Roanoke-proud locomotive is beloved around the world," said Preston Claytor, Chairman of the Fire Up 611! Committee. "We are determined to keep up the momentum. We won't disappoint the fans of the Class J 611."

The Fire Up 611! Campaign have come from all 50 states within the United States and 16 countries around the world. "It's an incredible testament to the Class J 611's design, engineering and mechanical prowess. She is the last of her kind," Claytor said. "It's important that we restore this important piece of American history so future generations can understand what makes an awesome piece of machinery like the Class J 611 so special." Class J 611's fans are invited to visit fireup611.org to learn more and to donate to the Fire Up 611 Capital Campaign. They can also visit the Fire Up 611 Facebook page, YouTube and Twitter feed (#fireup611).

CP Holiday Train Dec 2013 Visit

**CANADIAN
PACIFIC
RAILWAY**



At Lake Sarah area. Photo by Dawn Holmberg



at Shoreham. Photo by Dawn Holmberg



At Loretto MN, Photo by Dawn Holmberg

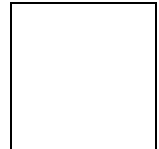
Sheryl Crow draws 15,000 bundled-up fans to free outdoor holiday concert in Minnesota.

Article by: Associated Press Updated: December 15, 2013. COTTAGE GROVE, Minn. - Sheryl Crow drew a crowd of nearly 15,000 bundled-up fans who brought food and cash for local food banks to a free holiday concert in Minnesota. Saturday night's event in the St. Paul suburb of Cottage Grove was part of the cross-country Canadian Pacific Holiday Train tour. In addition to the donations fans brought to the concert, Canadian Pacific pledged \$125,000 to help feed hungry families. The nine-time Grammy-winning musician played for a full hour despite the cold, telling the crowd from the boxcar stage that she's always been a train fan. Since 1999, Canadian Pacific's Holiday Trains have raised about \$7.4 million and collected about 3 million pounds of food for local food shelves on their annual trips across North America.

Railfan Events (Thanks to Rick Krenske, Joe Stark)

TWIN CITY MODEL RR CLUB NIGHT TRAINS http://www.tcmrm.org/visit/exhibits-events/night-trains/	<i>Saturday nights,</i> November 30 2013 thru Feb 22, 2014 6pm-9pm	Bandana Square, St. Paul 1021 Bandana Blvd E St Paul MN 55108 651-647-9628	Admission \$10 per person, \$25 per Family, \$30 for extended family
9th Annual Randolph Railroad Days Randolph Area Historical Society http://www.exploreminnesota.com/events/11535/randolph-railroad-days/details.aspx	Saturday March 29th and Sunday the 30th, 2014. 9:00 AM to 5:00 PM.	Randolph School and Museum 29110 Davisson Avenue Randolph, MN 55065	\$5 Admission Children under 12 Free
Hennepin Overland Model Railroad Club Open House http://hennepinoverland.org/	Saturday and Sundays 1 To 4 PM Night Trains Nov 28, Dec 20 and 27 2013 Jan 4, 11, 18, 25 2014 6 to 9 PM	2501 E 38th St, Minneapolis, MN 55406	\$5 Dollar Donation
Granite City Train Show St Cloud MN	March 1 2014 10am-3pm	St Cloud Armory St Cloud MN	\$5
Greater Upper Midwest Train Show and Sale	February 1 2014 9am - 2pm	Century College West Campus White Bear Lake MN	\$5
Greater Tri-State Rail Sale LaCrosse WI	Jan 25 2014 9am-3pm	Lacrosse Center, Downtown LaCrosse WI	\$5

Northstar News
1515 Creek Meadow Dr NW
Coon Rapids MN 55433 3768
Address Correction Requested





C&NW Steam Engine Disposition Lists provided by Gary Rumler (C&NW Engineer)
 Example: on page 3: Engine #1389 including tender (assumed sister to #1385) Class R-1 at Chadron NB on **Mar 19 1955** was to be Scrapped by Northwest Steel and Wire CO consigned by Robinson Brothers to Sterling Illinois delivered by C&NW Railway.

DATA PERTAINING TO THE SALE AND DISPOSITION OF 21 C&NW CONDEMNED STEAM
 LOCOMOTIVES FORMALLY RETIRED ON AUTHORITY OF AFE C-6679 DATED NOV. 10, 1954

Loco. Number	Tender Number	Class	Location	Sales Order Number	Date	Name of Purchaser	Consignee	Shipping Instructions	Remarks
395	7202	D	ChgoShops	51547	12-8-54	Jos. Behr & Sons, Inc.	Northwestern Steel	Sterling, Ill., C&NW Del.	
2617	8563	M-3	Proviso	"	"	" " " " "	" & Wire Co. "	" " " " "	
2627	8577	M-3	Winona	"	"	" " " " "	" " " " "	" " " " "	
547	8069	E	ChgoShops	51548	12-8-54	Briggs & Turivas, Inc.	Briggs & Turivas, Inc.	Blue Island, Ill., IHB Del.	
429	5115	R-1	Co. Bluffs	51549	12-8-54	Erman-Howell Div.	Northwestern Steel & Wire Co.	Sterling, Ill., C&NW Del.	
1330	7253	R-1	Antigo	51550	12-8-54	Gus Holman Co., Inc.	Gus Holman Co., Inc.	Sheboygan, Wisc., C&NW Del.	
565	8060	E	ChgoShops	51551	12-8-54	Hyman-Michaels Co.	Hyman-Michaels Co.	Hegewisch, Ill., IHB Del.	
2308	8354	J	Chadron	51552	12-8-54	M. S. Kaplan Co.	M. S. Kaplan Co.	Yd. #9, Proviso, Ill., C&NW	
2310	8451	J	Chadron	"	"	" " " " "	" " " " "	" " Delivery " "	
2354	8447	J	Chadron	"	"	" " " " "	" " " " "	" " " " "	
2367	8413	J-S	Escanaba	"	"	" " " " "	" " " " "	" " " " "	
2389	8435	J-S	Antigo	"	"	" " " " "	" " " " "	" " " " "	
2424	8470	J-S	Green Bay	"	"	" " " " "	" " " " "	" " " " "	
2455	8501	J-S	Escanaba	"	"	" " " " "	" " " " "	" " " " "	
2903	8728	E-2	ChgoShops	"	"	" " " " "	" " " " "	" " " " "	Retain Tender
1146	7315	R-1	Clinton	51553	12-8-54	Luria Bros. & Co., Inc.	Northwestern Steel	Sterling, Ill., C&NW Del.	
1419	7336	R-1	Huron	"	"	" " " " "	" & Wire Co. "	" " " " "	
546	8051	E-S	ChgoShops	51554	12-8-54	The Purdy Co.	The Purdy Co.	Burnham Ill., IHB Del.	
3012	8787	H	Co. Bluffs	51555	12-8-54	Robinson Bros. & Co.	Northwestern Steel	Sterling, Ill., C&NW Del.	Retain Tender
3029	8804	H-1	Co. Bluffs	51555	"	" " " " "	" & Wire Co. "	" " " " "	Retain Tender
643	8601	E-S	ChgoShops	51556	12-8-54	Max Schlossberg Co.	Northwestern Steel & Wire Co.	Sterling, Ill. C&NW Del.	

DATA PERTAINING TO THE SALE AND DISPOSITION OF 40 C&NW CONDEMNED STEAM
 LOCOMOTIVES FORMALLY RETIRED ON AUTHORITY OF AFE C-6713 DATED FEBRUARY 23, 1955

Loco. Number	Tender Number	Class	Location	Sales Order Number	Date	Name of Purchaser	Consignee	Shipping Instructions	Remarks
406	7316	R-1	Madison	51817	3- 9-55	Jos. Behr & Sons, Inc.	Northwestern Steel &	Sterling, Ill., C&NW Del.	
456	7103	R-1	Winona	"	"	" " " " "	" Wire Co. "	" " " " "	
624	8547	E-S	Chgo. Shops	"	"	" " " " "	" " " " "	" " " " "	
927	7150	R-1	Madison	"	"	" " " " "	" " " " "	" " " " "	
3007	8782	H-1	Co. Bluffs	"	"	" " " " "	" " " " "	" " " " "	Retain Tender
934	7312	R-1	Eagle Grove	51818	3- 9-55	Erman-Howell Div.	" " " " "	" " " " "	
952	7167	R-1	Escanaba	"	"	" " " " "	" " " " "	" " " " "	
3026	8801	H-1	Co. Bluffs	"	"	" " " " "	" " " " "	" " " " "	Retain Tender
1344	7265	R-1	Escanaba	51819	3- 9-55	Gen. Iron & Metal	M. S. Kaplan Co.	Yd. #9, Proviso, Ill., C&NW Delivery	Retain Tender
526	8031	E	Chgo. Shops	51820	3- 9-55	Hyman-Michaels Co.	Hyman-Michaels Co.	Hegewisch, Ill., IHB Del.	
554	8081	E	"	"	"	" " " " "	" " " " "	" " " " "	
1431	7383	R-1	Winona	51821	3- 9-55	M. S. Kaplan Co.	M. S. Kaplan Co.	Yard #9, Proviso, Ill.,	
1435	7114	R-1	"	"	"	" " " " "	" " " " "	" C&NW Del. " "	
1800	8412	Z-S	Escanaba	"	"	" " " " "	" " " " "	" " " " "	
2016	5097	M-1	Antigo	"	"	" " " " "	" " " " "	" " " " "	
2164	6036	M-2	Chgo. Shops	"	"	" " " " "	" " " " "	" " " " "	
2352	8398	J-S	Proviso	"	"	" " " " "	" " " " "	" " " " "	
2375	8361	J	Chadron	"	"	" " " " "	" " " " "	" " " " "	
2442	8488	J-S	Proviso	"	"	" " " " "	" " " " "	" " " " "	
2452	8498	J-S	Antigo	"	"	" " " " "	" " " " "	" " " " "	
2530	8619	J-S	Boone	"	"	" " " " "	" " " " "	" " " " "	
2619	8569	M-3	Winona	"	"	" " " " "	" " " " "	" " " " "	
2708	8753	J	Chadron	"	"	" " " " "	" " " " "	" " " " "	
2902	8727	E-2	Green Bay	"	"	" " " " "	" " " " "	" " " " "	Retain Tender
1148	7099	R-1	Co. Bluffs	51822	3- 9-55	Luria Bros. & Co. Inc.	Northwestern Steel &	Sterling, Ill., C&NW Del.	Without Tender
1326	7249	R-1	Escanaba	"	"	" " " " "	" Wire Co. "	" " " " "	
1350	7281	R-1	Chadron	"	"	" " " " "	" " " " "	" " " " "	
1371	8297	R-1	Adams	"	"	" " " " "	" " " " "	" " " " "	
3027	8802	H-1	Clinton	"	"	" " " " "	" " " " "	" " " " "	Retain Tender
1378	7296	R-1	Escanaba	51823	3- 9-55	Price Iron & Steel Co.	M. S. Kaplan Co.	Yard #9, Proviso, Ill., C&NW Del.	

DATA PERTAINING TO THE SALE AND DISPOSITION OF 40 C&NW CONDEMNED STEAM
LOCOMOTIVES FORMALLY RETIRED ON AUTHORITY OF AFE C-6713 DATED FEBRUARY 23, 1955

Page 2

Loco. Number	Tender Number	Class	Location	Sales Order		Name of Purchaser	Consignee	Shipping Instructions	Remarks
				Number	Date				
1398	7118	R-1	Winona	51824	3- 9-55	Price-Watson Co.	M. S. Kaplan Co.	Yard #9, Proviso, Ill. C&NW Del.	
550	8055	E-S	Chgo.Shops	51825	3- 9-55	The Purdy Company	The Purdy Company	Burnham, Ill., IHB Del.	
611	8116	E-S	"	"	"	"	"	"	
1389	7285	R-1	Chadron	51826	3- 9-55	Robinson Bros. & Co.	Northwestern Steel	Sterling, Ill., C&NW Del.	
1430	5236	R-1	Antigo	"	"	"	" & Wire Co.	"	
1434	5241	R-1	"	"	"	"	"	"	
3031	8806	H-1	Boone	"	"	"	"	"	Retain Tender
582	7157	E	Eagle Grove	51827	3- 9-55	Max Schlossberg Co.	"	"	
589	8094	E-S	Huron	"	"	"	"	"	
618	8541	E-S	Chgo.Shops	"	"	"	"	"	
2415	8461	J-S	Escanaba	"	"	"	"	"	
2457	8519	J-S	Clinton	"	"	"	"	"	
2473	8519	J-S	Sioux City	"	"	"	"	"	
2481	8527	J-S	Madison	"	"	"	"	"	
2490	8536	J-S	Green Bay	"	"	"	"	"	
2580	8693	J-S	Boone	"	"	"	"	"	
2706	8754	J	Chadron	"	"	"	"	"	
518	8057	E	Chgo.Shops	52266	8-16-55	M. S. Kaplan Co.	Northwestern Steel & Wire Co.	Sterling, Ill., C&NW Del.	
2901	8734	E-2	"	"	"	"	"	"	
2128	6096	M-2	Clinton	"	"	"	"	"	Retain Tender
910	7216	R-1	Chgo.Shops	"	"	"	"	"	
1133	5208	R-1	Sioux City	"	"	"	"	"	

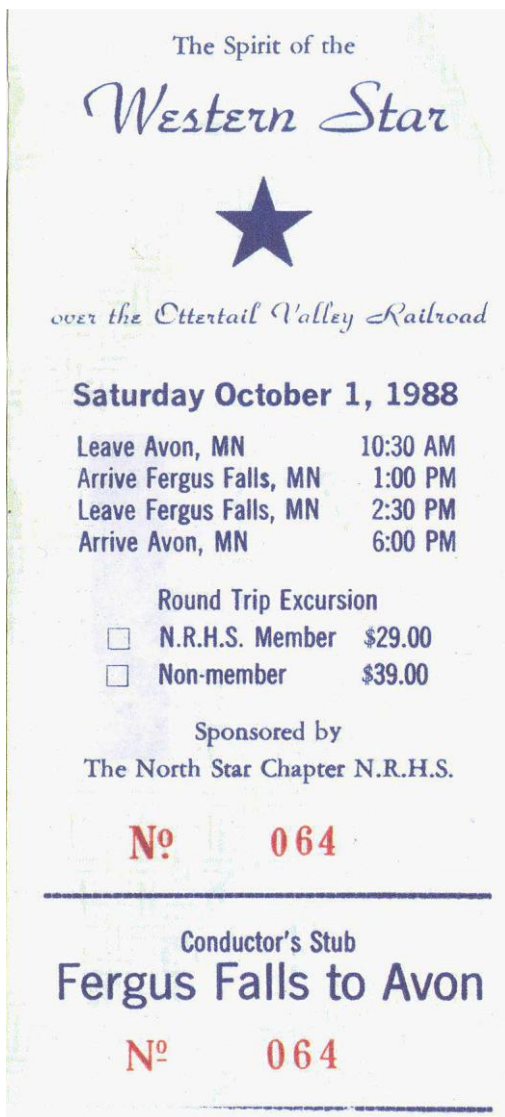
Office of Chief Mechanical Officer
Chicago, Illinois - March 17, 1955

DATA PERTAINING TO THE SALE AND DISPOSITION OF 35 C&NW CONDEMNED STEAM
LOCOMOTIVES FORMALLY RETIRED ON AUTHORITY OF AFE C-6821 DATED AUGUST 10, 1955

Loco. Number	Tender Number	Class	Location	Sales Order		Name of Purchaser	Consignee	Shipping Instructions	Remarks
				Number	Date				
536	8064	E	Chgo.Shops	52262	8-16-55	Jos.Behr & Sons, Inc.	Northwestern Steel & Wire Co.	Sterling, Ill., C&NW Del.	Retain Tender
558	8063	E	"	"	"	"	"	"	
2904	8729	E-2	"	"	"	"	"	"	
1323	7246	R-1	Green Bay	"	"	"	"	"	
671	7018	E	Co. Bluffs	52263	8-16-55	Erman-Howell Div.	"	"	
1372	7290	R-1	Green Bay	"	"	"	"	"	
1748	8135	Z	Co. Bluffs	"	"	"	"	"	
168	7163	R-1	Antigo	52264	8-16-55	Hyman-Michaels Co.	"	"	
2322	8368	J-S	Escanaba	52265	8-16-55	M. S. Kaplan Co.	M. S. Kaplan Co.	Yard #9, Proviso, Ill. C&NW Del.	
2365	8411	J-S	Clinton	"	"	"	"	"	
2386	8432	J-S	Boone	"	"	"	"	"	
2415	8461	J-S	Escanaba	"	"	"	"	"	
2453	8478	J-S	Antigo	"	"	"	"	"	
2457	8503	J-S	Escanaba	"	"	"	"	"	
2473	8519	J-S	Sioux City	"	"	"	"	"	
2481	8527	J-S	Madison	"	"	"	"	"	
2490	8536	J-S	Green Bay	"	"	"	"	"	
2580	8693	J-S	Boone	"	"	"	"	"	
2706	8754	J	Chadron	"	"	"	"	"	
514	8019	E	Chgo.Shops	52266	8-16-55	M. S. Kaplan Co.	Northwestern Steel & Wire Co.	Sterling, Ill., C&NW Del.	
2901	8734	E-2	"	"	"	"	"	"	
2128	6096	M-2	Clinton	"	"	"	"	"	Retain Tender
910	7216	R-1	Chgo.Shops	"	"	"	"	"	
1133	5208	R-1	Sioux City	"	"	"	"	"	
1221	7054	R-1	Clinton	"	"	"	"	"	
1483	8220	Z	Escanaba	"	"	"	"	"	



Postmark on the Soo Line Oct 1958 at Gordon WI (assumed it is Gordon WI)



Ottertail Valley RR Western Star Ticket Oct 1 1988 NRHS Trip Fergus Falls to Avon MN

Indiana Railroad Power Visits the TC&W. Pictures by Roger Libra.

Before Christmas, A CP with INRD power, and a DME unit visited the TC&W on a Grain Train for Loading at Brownton MN, Reports from Monitoring communication, the Crew had problems (with vociferous protests to the CP power Board)) with the INRD units, causing one unit to be shut down, and only part of the grain train (Under powered) that left Brownton EB to Hopkins and the CP. Reported by Roger Libra.



NEWSFLASH!

MULTIMEDIA: Casselton train crash resulting in massive fire prompts call for evacuation video can be seen: <http://www.inforum.com/event/article/id/422351/>

By INFORUM of Fargo Moorhead Web by Erik Burgess at (701) 241-5518 and Kyle Potter at (701) 241-5502





CASSELTON, N.D. – Cass County officials urged the people of Casselton and the surrounding area to evacuate their homes as they dealt with the fallout from a massive fire caused by a train derailment and collision here Monday afternoon.

The fire started about 2:10 p.m. when a westbound grain train derailed about a half-mile west of Casselton and slammed into an eastbound 106-car train carrying crude oil. Ten-plus oil cars caught fire and eventually exploded, pumping a thick stream of black smoke into the air that blacked out the sun and cast a long shadow over the town. The fiery blasts blocked off nearby traffic, and grabbed national headlines. Fire officials expected the flames to rage overnight in the oil cars that had not yet been disconnected. BNSF believes about 21 of its cars caught fire. The cause of the crash is under investigation. For hours, the Cass County Sheriff's Office told the roughly 2,400 residents of Casselton to stay indoors, eventually asking the southwest corner of town to evacuate. But as the forecast called for shifting winds that could push the billowing smoke east over the city, Sheriff Paul Laney and other officials agreed Monday night to ask the entire town to clear out as a precautionary measure. "This is nothing to play with," Laney said, adding that the smoke would be most harmful to those with respiratory illnesses. "We're going to err on the side of caution. Discovery Middle School was opened as a shelter for the night, and Central Cass High School in Casselton was opened as a meeting place for families. "We will find places for people to stay," Laney said. Crash 'rocked our county' The collision and ensuing fire "rocked our county," Cass County Sgt. Tara Morris said. It rocked Casselton resident Cora Koeplin, too.

Koeplin watched the thick smoke billow in the air from her house just three blocks from the site of the crash.

"We heard the boom three times," she said while sitting on the floor of the Central Cass High School gymnasium. "It shook our windows." By 6:30 p.m., Cass County deputies were knocking on her door, "saying you can go or you can stay."

Though the county stopped short of a mandatory evacuation, Laney stressed the seriousness of their "strong recommendation" that the people of Casselton leave town as crews try to maintain the flames. "We hope that people will listen," he said.

The primary concern, Laney said, is people with respiratory illnesses. Dr. John Baird with Fargo-Cass Public Health said the particulates and dangerous fumes could be very harmful. Koeplin weighed her options, then grabbed a blanket and a pillow, dropped her dogs off at her daughter's house and headed to the school. Laney said he's not sure when they'll give the all-clear for residents to return. He said county officials will re-assess the situation overnight.

Cause unclear

Black smoke filled the sky within minutes of the collision. Police immediately urged residents to stay indoors, and blocked off traffic within a mile of the crash. Even air traffic was restricted from getting close to the train.

BNSF spokeswoman Amy McBeth said no injuries were reported in the crash. She didn't know the oil train's destination or origin. Crews managed to detach about half of the oil train's 106 cars to get them out of harm's way, Morris said. They will allow the remaining cars to burn out. "We'll just have to let it burn off it sounds like, just because of the intensity," she said Monday night.

The cause of the crash is unclear. Peter Knudson, a spokesman for the National Transportation Safety Board, said they are assembling a team to investigate the derailment and crash. Most of the team is from Washington, D.C., and the team leader is from Chicago. The NTSB team is expected to land in North Dakota this morning. BNSF personnel from across the nation also are en route to help respond. Firefighters' attention will turn to putting out the blaze this morning, too, Casselton Fire Chief Tim McLean said Monday night. They'll start mapping out a game plan for tackling the fire late Monday night, he said.

"We've got the right people coming and we've got the right people on the job," Laney said.

A history of crashes

The last reported oil train derailment in North Dakota was Dec. 2, when nine empty oil tank cars derailed about 60 miles southeast of Minot. A pickup truck hit the train cars, causing the derailment. The 104-car train was empty, coming from Oklahoma to be filled with North Dakota crude oil. Fargo City Administrator Pat Zavoral said city officials went through a training exercise for a

hypothetical train derailment scenario about a month ago. In the training course, the police and fire chief took over and set up a command center, Zavoral said. Crews then worked to determine the direction of the wind, and the city has determined that everything within a one-mile radius of the crash would be evacuated, Zavoral said. "I'm sort of glad that it was out in the prairie," Zavoral said of the Casselton incident. Forty-seven people were killed after a derailment in Quebec in July, when 72 tank cars carrying North Dakota crude rolled driverless down a hill into the center of Lac-Megantic, Quebec and exploded.

In September, BNSF CEO Matt Rose told Forum News Service that after the Quebec incident, BNSF exceeded requirements of the Federal Railway Administration's emergency rules on unattended trains and did retraining exercises with crews about the use of hand brakes. BNSF will have spent \$200 million in the Bakken this year and another \$400 million over the next 18 months, Rose said. Zavoral said after the Quebec incident, city officials met with BNSF safety officials to discuss an action plan. Based on those meetings, Zavoral said it's standard protocol to let oil cars that are on fire burn out on their own.

"What they've been saying is that you do not attempt to put out the fire at the point of contact," Zavoral said. "What you try to do is keep the other tankers from being impacted by the fire, and also any property from burning." **'It was loud'**

Eva Fercho, a Casselton resident, said the sky was "totally black from smoke" just after the collision. Fercho said she heard two explosions not long after she saw the smoke. "I could almost feel the house shake in that (second explosion)," she said. "It was loud." Koeplin was prepared to spend the night at Central Cass High School on Monday night. She never thought anything of the hundreds of trains that run almost through her backyard. After Monday, she said she's worried. Laney acknowledged the possible danger that comes with train traffic through Cass County. "This is why we drill for this," he said. Brandy Pyle, the former city auditor who lives on a family farm west of town, was about half a mile from the crash. "All I can think is, thank God it didn't happen in town," Pyle said.

Readers can reach Forum reporters Erik Burgess at (701) 241-5518 and Kyle Potter at (701) 241-5502

Per Amtrak Status maps, It appears that AMTRAK #8 is being held at Havre MT, and was noted as a service Disruption. Will #7 tonight be held at Midway??